

**CLAIM AMENDMENTS:**

Claim 1 (Currently Amended): A shifting mechanism ~~for electric vehicles~~ mounted on an electric vehicle to couple with a first plurality of circuit switches to control the first switches for to selectively effect a forward positive rotation, and a reverse rotation, or rotation speed of a vehicle motor of the electric vehicle, and to couple with a second switch to switch the second switch between a high rotation speed position and a low rotation speed position, to respectively effect a high rotation speed and a low rotation speed of the vehicle motor, comprising at least:

a universal joint fixedly mounted on the electric vehicle;

an operation bar located on the universal joint, and having a hand grip section on an upper end for users to move the operation bar, and a free lower end ~~on a lower end~~ movable to actuate a select press or shift one of the first and second circuit switches; and

a guiding means fixedly mounted on the electric vehicle for restricting the free end of the operation bar to move reciprocally in a first moving path and a second moving path, the first moving path and the second moving path extending in different directions, the free end being allowed to move in the first moving path to actuate press or shift the first rotation speed circuit switch, and in the second moving path to actuate the second press or shift respectively the positive rotation or reverse rotation circuit switches;

wherein when the free end of the operation bar is moved from the second moving path to the first moving path, the second switch is automatically and always first switched to the low rotation speed position; and

wherein since the first moving path and the second moving path extends in different directions, a user is prevented from accidentally moving the operation bar from the first moving path to the second moving path, and from accidentally moving the operation bar from the second moving path to the first moving path, thereby ensuring the first and second switches are not inadvertently actuated.

Claim 2 (Currently Amended): The shifting mechanism of claim 1, wherein the first moving path and the second moving path are connected to form an a L-shaped or an inverse L-shaped path.

Claim 3 (Original): The shifting mechanism of claim 1, wherein the first moving path and the second moving path are bridged by a connection path to form a U-shaped or an inverse U-shaped path.

Claim 4 (Original): The shifting mechanism of claim 1, wherein the first moving path and the second moving path are bridged by a connection path to form a Z-shaped or an inverse Z-shaped path.

Claim 5 (Currently Amended): The shifting mechanism of claim 1, wherein the first moving path and the second moving path are bridged by a connection path to form an a N-shaped or an inverse N-shaped path.

Claim 6 (Currently Amended): The shifting mechanism of claim 1, wherein the first moving path and the second moving path are bridged by a connection path to form an a H-shaped path.

Claim 7 (Currently Amended): The shifting mechanism of claim 1, wherein when the free end of the operation bar is moved from the first moving path to the second moving path, the first switch is automatically and always first switched to a forward rotation position ~~the free end of the operation bar presses or shifts the rotation speed circuit switches of the vehicle motor in the sequence of:~~

~~a low speed positive rotation circuit switch to control the low speed positive rotation circuit of the vehicle motor;~~

~~a high speed positive rotation circuit switch to control the high speed positive rotation circuit of the vehicle motor; and~~

~~a low speed reverse rotation circuit switch to control the low speed reverse rotation circuit of the vehicle motor.~~

Claim 8 (Original): The shifting mechanism of claim 1, wherein the guiding means is a plate having a continuous slot to restrict the operation bar to a moving path that includes at least the first moving path and the second moving path.

Claim 9 (Currently Amended): A shifting mechanism ~~for electric vehicles~~ mounted on an electric vehicle to couple with a first plurality of circuit switches to control the first switches for to selectively effect a forward positive rotation, and a reverse rotation, or rotation speed of a vehicle motor of the electric vehicle, and to couple with a second switch to switch the second switch between a high rotation speed position and a low rotation speed position, to respectively effect a high rotation speed and a low rotation speed of the vehicle motor, comprising at least:

an operation bar having a hand grip section on an upper end for users to move the operation bar, and a free lower end on a lower end, wherein moving of the hand grip section ~~causing~~ causes one of the first and second circuit switches to be actuated pressed or shifted; and

a guiding means fixedly mounted on the electric vehicle for restricting the free end of the operation bar to move reciprocally in a first moving path and a second moving path, the first moving path and the second moving path extending in different directions, the free end being allowed to move in the first moving path to actuate ~~press or shift~~ the first rotation speed circuit switch, and in the second moving path to actuate the second ~~press or shift respectively the positive rotation or reverse rotation circuit switches~~;

wherein when the free end of the operation bar is moved from the second moving path to the first moving path, the second switch is automatically and always first switched to the low rotation speed position; and

wherein since the first moving path and the second moving path extends in different directions, a user is prevented from accidentally moving the operation bar from the first moving path to the second moving path, and from accidentally moving the operation bar from the second moving path to the first moving path, thereby ensuring the first and second switches are not inadvertently actuated.

Claim 10 (Original): The shifting mechanism of claim 9, wherein the operation bar has a boss.

Claim 11 (Currently Amended): The shifting mechanism of claim 9, wherein the guiding means has a housing trough having ~~on~~ a cross section corresponding to a shape of the boss to allow the operation bar to be movably located in the housing trough such that the operation bar is movable on a straight line in parallel with a path of the housing trough to allow the free end of the operation bar to shift between the a first switch and the a second switch.

Claim 12 (Original): The shifting mechanism of claim 9, wherein the guiding means is a plate having a continuous slot to restrict the operation bar to a moving path that includes at least the first moving path and the second moving path.

Claim 13 (Original): The shifting mechanism of claim 12, wherein the first moving path and the second moving path are bridged by a connection path to form a U-shaped or an inverse U-shaped path.

Claim 14 (Currently Amended): The shifting mechanism of claim 12, wherein the first moving path and the second moving path are connected to form an a L-shaped or an inverse L-shaped path.

Claim 15 (Currently Amended): The shifting mechanism of claim 12, wherein the first moving path and the second moving path are bridged by a connection path to form an a N-shaped or an inverse N-shaped path.

Claim 16 (Original): The shifting mechanism of claim 12, wherein the first moving path and the second moving path are bridged by a connection path to form a Z-shaped or an inverse Z-shaped path.

Claim 17 (Currently Amended): The shifting mechanism of claim 12, wherein the first moving path and the second moving path are bridged by a connection path to form an a H-shaped path.

Claim 18 (Currently Amended): The shifting mechanism of claim 9, wherein when the free end of the operation bar is moved from the first moving path to the

second moving path, the first switch is automatically and always first switched to a forward rotation position ~~the free end of the operation bar presses or shifts the rotation speed circuit switches of the vehicle motor in the sequence of:~~

~~a low speed positive rotation circuit switch to control the low speed positive rotation circuit of the electric vehicle motor;~~

~~a high speed positive rotation circuit switch to control the high speed positive rotation circuit of the electric vehicle motor; and~~

~~a low speed reverse rotation circuit switch to control the low speed reverse rotation circuit of the electric vehicle motor.~~

Claim 19 (Currently Amended): A shifting mechanism ~~for electric vehicles~~ mounted on an electric vehicle to couple with a first plurality of circuit switches to control the first switches for to selectively turn on or off a power supply transmission to or rotation speed of a vehicle motor of the electric vehicle, and to couple with a second switch to switch the second switch between a forward rotation position and a reverse rotation position, to respectively effect a forward rotation and a reverse rotation of the vehicle motor, comprising at least:

an operation bar having a hand grip section on an upper end for users to move the operation bar, and a free lower end ~~on a lower end, wherein~~ moving of the hand grip section ~~causing~~ causes one of the first and second circuit switches to be actuated ~~pressed or shifted~~; and

a guiding means fixedly mounted on the electric vehicle for guiding the free end of the operation bar to move reciprocally in a first moving path and a second moving path, the first moving path and the second moving path extending in different directions, the free end being allowed to move in the first moving path to actuate ~~press or shift~~ the first ~~power supply circuit~~ switch, and in the second moving path to actuate the second ~~press or shift respectively a positive rotation circuit switch or a reverse rotation circuit switch of the vehicle motor;~~

wherein when the free end of the operation bar is moved from the first moving path to the second moving path, the first switch is automatically and always first switched to turn on the power supply transmission; and

wherein since the first moving path and the second moving path extends in different directions, a user is prevented from accidentally moving the operation bar from the first moving path to the second moving path, and from accidentally moving the operation bar from the second moving path to the first moving path, thereby ensuring the first and second switches are not inadvertently actuated.

Claim 20 (New): The shifting mechanism of claim 19, wherein when the free end of the operation bar is moved from the second moving path to the first moving path, the second switch is automatically and always first switched to a forward rotation position.